

23

# REPORT

OF

## THE DIRECTORS

OF THE

# BOSTON AND MAINE RAILROAD,

## TO THE STOCKHOLDERS.

SEPTEMBER 9, 1857.

*MR*  
STRAWBOARDS  
652.0973

1857

BOSTON:

HENRY W. DUTTON & SON, PRINTERS,

No. 37, CONGRESS STREET.

1857.

*MS*  
BUREAU OF THE COMPTROLLER  
WASHINGTON, D. C.

820.529  
723.1

# REPORT

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BOSTON AND MAINE RAILROAD,

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CLEVELAND  
PUBLIC LIBRARY

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## BOSTON AND MAINE RAILROAD.

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THE Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at Lawrence, in the City Hall, on WEDNESDAY, the Ninth day of September next, at Ten o'clock, A. M., for the choice of Directors and the transaction of any other business which may be brought before them.

By order of the Directors,

JAMES C. MERRILL, CLERK.

*Boston, August 1st, 1857.*

MAINE  
RAILROAD

AUG 28 1925

## REPORT.

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*To the Stockholders of the Boston and Maine Railroad:*

The Directors respectfully submit the following Report. It represents the cost of the Road, its operations for the past year and its present condition. From these data, when compared with the statistics of previous years, the owners of this property can, perhaps, come to some satisfactory conclusion as to its permanent value.

This Road had its origin in the Andover and Wilmington Railroad Corporation, which was chartered March 15, 1833. The extent of the earliest conception was only a branch from the Lowell Railroad in Wilmington to Andover, a distance of less than eight miles. This was opened for travel in August, 1836. It was continued to Bradford in 1837. Afterwards, it was successively opened to Haverhill, Exeter, Dover, South Berwick Junction and Great Falls. The latter place was reached July 24, 1843. In 1845, the connection with the Lowell Road was broken off and our road extended into Boston. The Medford Branch was put into operation in 1847. When Lawrence was first starting into existence a change of location was made for a distance of about  $9\frac{1}{2}$  miles. This was done to accommodate that new and flourishing city. The Methuen Branch has since been added. Finally, the Danvers Road, about nine miles in length, was leased for a hundred years. All of which we operate, except the Methuen Branch, which is now run by the Concord, Manchester and Lawrence Railroad.

Thus it will be seen, that the Boston and Maine is a chain of railroads composed of various links. Some of these links had originally distinct and independent charters, and for a time separate organizations, which have finally been merged in one corporation, existing by the concurrent legislation of Massachusetts, New Hampshire and Maine. In consequence of the extension into Boston and the change of location above alluded to, nearly the whole of that portion lying between Wilmington Junction and North Andover, as at first constructed, has been abandoned. This occasioned a loss to the Corporation of not only the road-bed for the distance of about ten miles, but a sacrifice of some thousands of dollars in the depot buildings, machine and repair shops, which had been erected at Andover.

*Capital and Cost of the Road.*

The number of shares authorized by various acts of legislative bodies, is 45,500.

The number actually sold, and upon which dividends have been declared since January, 1850, is 41,557.

For seven years past no new shares have been disposed of.

These 41,557 shares were sold for - - - \$4,076,974 52

Received from loans upon guaranty of the State,  
which has usually been treated as capital, - 150,000 00

Making the whole amount received for the construction and equipment of the Road, - \$4,226,974 52

By referring to Schedule B, it will appear that the amount laid out in constructing and equipping the Road, is \$4,176,205 47

Leaving of unexpended capital, - - - - 50,769 05

Since the close of the financial year, however,  
(May 31, 1857,) the loan of \$100,000 became  
due and has been paid.

This will diminish the above named capital to \$4,126,974 52

The amount of \$55,000 which has been paid in part, and will be fully paid in October next, in settlement of the "Ha-

zen" claim, will increase the construction account, should it be decided to place it there, to the amount of \$4,231,205 47 which exceeds the capital thus diminished, by \$ 104,230 95

Furthermore, during the last two or three years, a sum of about \$50,000 has been expended in the purchase of land for gravel, &c.; and upon the enlargement of the grounds near the depot in Boston, to the extent of 75,000 square feet, by widening Charles River Bridge. These several items, amounting to more than \$200,000, had they originated at a time when the stock in this Road was at par, would have been paid for by the avails of its shares. Had this been the case, it is evident that the number of shares would have been increased at least two thousand, and that the surface for dividends would have increased to the same extent. But now they are, or will be, paid out of the surplus earnings of the Road. Hereafter a saving of \$5000 in interest, annually, will be made in consequence of the payment of the loan of \$100,000.

Having thus stated the progress of the Road, its cost, and the sources from which were derived the funds used in its construction, we now proceed to the

#### *Operations for the past Year.*

The gross earnings for one year, ending May 31,	- - - - -	\$905,914 64
1857, as by Table D, are	- - - - -	
Expenses, including more than \$15,000 laid out in widening Charles River Bridge, and 17,000 for depreciation of engines and cars,	- - -	505,561 25
Net,	- - -	400,353 39
Deduct two dividends of 3 per cent. each,	- - -	249,342 00
Balance,	- - -	151,011 39
From this sum might properly be taken for re- newals of rails now being laid,	- - - - -	15,000 00
Leaving,	- -	\$136,011 39

As the residue, after deducting expenses, dividends, depreciation and provision for renewals.

The past has been a fortunate year to the Corporation, so far as the preservation of its property is concerned. No serious destruction of property has occurred by fire, flood or collision.

The detail of accidents will be found in the Appendix. Notwithstanding the almost unprecedented severity of the last winter, when machinery was severely tested, our locomotives performed their accustomed duty, with scarcely any intermission. On no road, radiating from Boston, was there less interruption of the regular trains than on this Road.

It has been the intention of the directors to keep the road-bed, masonry, bridges, sleepers, rails, station houses, and the machinery and other furniture of the Road in good order. In this they trust they have succeeded. They believe that the Road, in all respects, was never in a better condition than at the present time. No pains have been spared, no expense has been withheld, consistent with true economy, to make our Road, in all its appointments, equal to the reasonable desires of a discerning public, who have patronized it so liberally.

In addition to the ordinary repairs of the Road, the Durham Bridge has been strengthened by adding to the existing lattice frame work a series of timber arches. The bridge near Newmarket, and the bridge over the Cochecho have also been strengthened in the same manner. The combined length of these three bridges is 700 feet. Most of the cost of repairing them went into the last year's expenses, viz., about \$3500. When these bridges were constructed, more than fifteen years since, they were considered of sufficient strength to sustain our trains. The engines and freight trains were then comparatively light. Latterly these bridges have shown signs of weakness. They have now been made firm and will probably continue safe for many years to come. The timber in them is sound and well protected from the weather.

During the last year, also, the substantial stone arch bridge, near Stoneham Station, has been erected at an expense of \$3500, and \$500 has been paid towards the Little River Bridge in Haverhill. The enlargement of Charles River Bridge has also been finished at an expense of \$15,000. All of these sums are included in last year's expenses.

The dock lying westerly of our inward freight house, being about 60 feet in width and 500 feet long, is owned by the Eastern Railroad and this Corporation. The Eastern located and constructed their road on piles over a portion of it. The other part has been of little value to us, as a dock, since the widening of our bridge over Charles River on the eastern side. The two Roads mutually agreed to permit teamsters to fill up the dock with waste earth. The filling has progressed satisfactorily without cost to the Roads. We thus shall enlarge our solid area about 15,000 superficial feet, at a very important point, with little expense.

The earnings, when not needed for immediate use, have been invested in temporary loans on interest, from time to time, with such collateral security as would insure their return when wanted for dividends or other legitimate purposes. They have all been promptly paid, as the necessities of the Road required.

We have at all times kept in bank money sufficient to meet any demands that could be made in the regular course of business. Our practice is to make monthly settlements, *in cash*, in all our transactions. We have insisted upon the same principle in reference to our connecting debtor roads. Such a course has prevented the increase of indebtedness from any of those roads except by the accumulation of interest on former debts. Examinations are made at frequent but uncertain intervals, of the accounts of all the agents along the line of the Road. Only one instance of discrepancy of about \$160 exists, and it is believed that the Road will not lose anything by that.

The accounts of the Treasurer have been examined monthly by Mr. J. S. Eaton, who has been employed heretofore for that purpose. His report may be found in the Appendix. They have also been thoroughly examined, in all their branches, by a competent accountant, entirely disconnected with the Road, employed by a committee of the Board on that subject. His report to them, in writing, represents the books of the Corporation to have been kept in a very systematic and correct manner. It is full and perfectly satisfactory.

Table C, which contains a statement of the Assets and Liabilities, will show, as near as may be, the true financial condition of the Road, at the close of the year. The Assets, in that table, are divided into four classes.

The first, footing up	\$213,480 68
was considered available to that amount, whenever wanted for the payment of debts.	
The second, amounting to	163,803 52
although not immediately available at par, is yet considered intrinsically worth more than its present market value. It is not proposed to dispose of the Stock and Bonds here enumerated at less than their par value.	
The third class is placed in suspense account, at its cost, as represented upon the books,	97,245 41
This would now bring but a small fraction of its nominal value.	
The fourth, amounting to	130,540 55
it will be perceived, is principally property used in operating the Road, such as wood, stock in the shops, iron rails, &c. &c., which are intended to be represented at their actual value.	

The various tables in the Appendix will furnish much statistical information in reference to the Road.

Among others, of more or less importance, you will find a table containing a statement of all the dividends from the commencement to the present time. The first dividend was made on one thousand shares of stock. The amount of this dividend was \$3000. This sum increased from year to year until the capital became stationary in 1850. It will be perceived that only in ~~one~~ instance has a dividend been passed over, viz., July, 1850. This was occasioned, not so much by the inability of the Road to pay, as is evident from the previous and subsequent dividends, as by the peculiar circumstances attending a rigid investigation into its affairs and general management.

The Table shows, that, in the space of about nineteen years, 127 per cent. has been divided, or about  $6\frac{2}{3}$  per cent. per annum on an average, from the beginning.

In Table F you will find a comparative statement of the Earnings and Expenses, under different heads, for the past two years.

#### STATE LOAN.

Since the making up of the accounts for the year, the State Loan, as it is commonly called, of \$100,000, became due, August 1st, and the full amount was, on that day, placed in the hands of the State Treasurer for the purpose of paying it. It will appear, by the foregoing statement, that much more than that sum has been earned, over and above the expenses, dividends, depreciation, renewals, &c., during the past financial year. Another loan of \$50,000, of a similar character, will be due August 1, 1859. The finances of the Road will doubtless enable us to meet it at maturity.

#### SUITS AND CLAIMS.

The Report of last year enumerated some of the principal unadjusted liabilities of the Road. Prominent among these was the claim of N. W. Hazen, originating in a defective description of the original location over his land in Lawrence in 1847. An action of trespass had been pending in the Supreme Judicial Court of Massachusetts for many years. During the past year, two new processes had been commenced by Mr. Hazen; one, by a Bill in Equity, in Essex County; the other, by a Petition for leave to file an Information in the nature of a Quo Warranto, in Suffolk County. The decision of the first was in Mr. Hazen's favor. The result of the two last awaited the "law's delay" and the uncertainty of all litigation. Although we had the written opinions of several eminent counsellors-at-law, that our present location was good, and that, consequently, we should ultimately prevail, in the two last named actions, yet, as the result was a matter of uncertainty, it was thought

best, in view of the immense consequences that must have attended a final decision in favor of Mr. Hazen, to settle the claim. After a patient and protracted negotiation by a committee of the Board fully empowered, an amicable adjustment was made. In the arrangement, we obtain our road-bed of about two acres, a release of all actions and causes of actions, and the tract of land easterly of the railroad, being about fifteen acres. In consideration thereof we pay Mr. Hazen \$55,000. There was paid in cash \$15,000. The balance is to be paid in September and October.

There are other claims pending involving considerable sums of money, but they are not of a *very serious* character. They do not, like that of Mr. Hazen, in any way affect the *title* to our *road-bed* under our charter. In cases where the damages are not liquidated by the parties, or referees, the amount is to be assessed by juries. To their judgment, in matters of damages, we should be willing at all times to submit with cheerfulness. In addition to this valuable tract of land, which we purchased of Mr. Hazen, we have other parcels of land of considerable value. They are generally located along the line of our own road, and are becoming more and more valuable every year. The long standing claims against the Great Falls and Conway Railroad, growing out of the operation of the roads, have been amicably settled by taking their mortgage bonds for \$20,000 at par, and an undoubted note for the balance, being \$4,121 11, payable on the first of January next. This settles all controversies between us except a claim on account of change of location. The bonds are guaranteed by the Eastern Railroad in New Hampshire, authorized by the laws of New Hampshire, and made binding by those laws, *expressly* upon both Corporations. They are payable April 1, 1874, with interest semi-annually.

Some suits for personal injury or damage to property have been settled or otherwise disposed of. Others have been commenced and are still pending.

When it is considered that we operate about ninety miles in length of railway, over which Passenger and Freight Trains

daily pass a number of times ; that we transport, annually, and are responsible for the safe transit and delivery of more than 250,000 tons of merchandise of every description ; that the number of passengers using our cars monthly is at least 100,000 ; that we employ, on an average, about 600 men, for whose honesty and fidelity we are accountable, and that we come in contact, by business relations, with vast numbers of people along the whole line of our road ; it cannot be a matter of surprise that we are frequently compelled to defend our rights in a court of law.

#### THE DANVERS RAILROAD.

The Danvers Railroad has been a fruitful theme of discussion for several years past. The earnings on that road will appear in Schedule H, in the Appendix. In consequence of an arrangement with the Eastern Railroad, under a territorial division of the business, the profits of a certain portion of the gross proceeds over the Danvers is passed to the credit of the Eastern Road. On the petition of the Danvers Road, aided by petitions of individuals, the Legislature passed an act directing the Boston and Maine Railroad to run certain express and independent trains, connecting with the Danvers and other roads, between South Reading and Boston. This act, without precedent, it is believed in the history of legislation, was assented to by the governor, after much hesitation, on account of its apparent unconstitutionality, novelty, and doubtful expediency. We cannot but hope that a succeeding Legislature will at once repeal the act.

#### THE PORTLAND, SACO AND PORTSMOUTH R. R.

This Road has an independent corporate organization, but is managed under a joint contract between it and the Boston and Maine and the Eastern Railroads.

In years past, the two latter corporations have derived considerable sums of money *directly* from the former road, it being the surplus net earnings after reserving enough to pay the guar-

anteed semi-annual dividends of three per cent. For the past two seasons, the surplus earnings of that road have been expended in making permanent improvements,—in building a very costly bridge over Mousam River, and in replacing with solid earth certain pile structures which needed rebuilding.

Nothing has occurred during the past year to shake confidence in the permanent value of your property. True, the receipts have been somewhat diminished during the last few months, by the general depression of business. But we look for better times, on the revival of trade and manufactures, which we hope soon to witness. Few, if any, roads in New England, have so great and valuable local business as the Boston and Maine. This must continue to increase in importance, with the growth and business of the country, through which it passes. By referring to the annual Legislative Reports for the last six years, it will be found that our own local business has increased considerably every year, except in 1855.

The receipts in 1851 were, for passen-

"	"	"	g	ers, \$285,220 99
"	"	"	"	freight, 161,118 82
				\$446,339 81

The receipts in 1856, were for passen-

"	"	"	g	ers, 372,657 25
"	"	"	"	freight, 255,706 60
				<hr/> \$628,363 85

Making a gain in five years in the gross receipts from local business on our own Road, of - \$182,024 04

The Directors would not close their Annual Report without bearing their testimony to the zeal and efficiency manifested by the various officers and employees under their direction. It is due to their care and fidelity, that the operations of the past year have been carried on with so much system, regularity and safety.

Your Directors, one year since, received at your hands a great and responsible trust. They have endeavored so to dis-

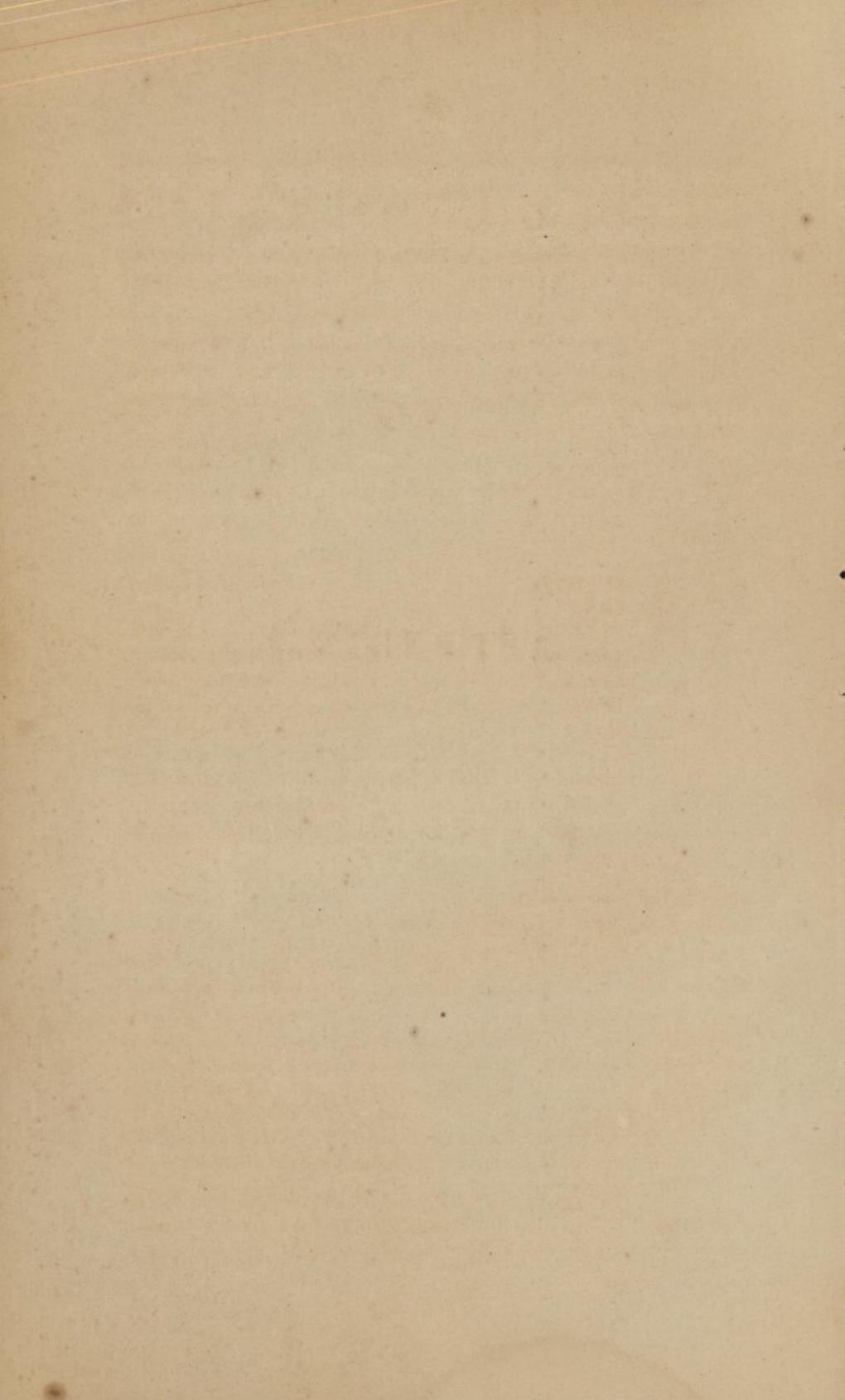
charge their duty in reference to it, that, while the public were fully accommodated, your valuable property should be preserved and be made to yield a reasonable income.

All which is respectfully submitted.

In behalf of the Directors,

F. COGSWELL, *President.*

BOSTON, Aug. 1, 1857.



## APPENDIX.

## A.

*Dr. Trial Balance May 31, 1857, after entering*

Construction Accounts, being cost of road and equipment to this date, as per Table B, - - - - - \$4,176,205 47

## Property accounts :—

Wood,	on hand this day,	-	\$57,960 16
Oil,	do.	-	185 00
Waste,	do.	-	153 00
Stock in Car shop,	do.	-	15,371 02
Stock in Engine shop,	do.	-	11,076 65
Iron rails,	do.	-	34,605 42
Ties, fence boards, &c.,	do.	-	4,628 30
Stock in steamboat Daniel Webster,	-	-	6,561 00
			130,540 55

## Asset accounts :—

Notes receivable,	-	-	172,888 68
Cash,	-	-	2,589 92
State of Massachusetts Stock,	-	-	4,881 25
Uncollected Freight bills, &c.,	-	-	27,242 31
Cocheco Railroad account for May,	-	-	468 55
Great Falls and Conway Railroad acc't for May,			306 20
Newburyport Railroad account,	do.		931 54
Portsmouth and Concord Railroad acc't	do.		2 07
Salem and Lowell Railroad account	do.		211 49
Northern Railroad account	do.		474 34
Lowell and Lawrence Railroad—rent of road,	-		1,204 35
Uncollected rent bills,	-	-	810 82
Auditor Post Office for transporting mails,	-	-	1,469 16
			213,480 68
Boston and Maine Railroad stock, 500 shares bought as investment of surplus,	-	-	50,000 00
Danvers R. R. bonds, endorsed by us, taken at par,			53,500 00
Danvers Railroad land damage acc't, secured by their bonds, endorsed by us,	-	-	11,030 30
Investment for Danvers Railroad Sinking Fund, being Danvers R. R. bonds, endors. by us at par,			6,000 00
Methuen Branch rent account; Manchester and Lawrence Railroad account, &c.,	-	-	8,075 69
Great Falls and Conway R. R. notes and acc't,	-		26,394 17
Cochéco Railroad note and account,	-	-	8,803 36
Suspense account, being sundry bonds, notes and accounts, of uncertain value, described in Table C,	-	-	163,803 52
			97,245 41
			\$4,781,275 63

*Dividend payable July 1, 1857.**Cr.*

## Capital Stock account :—

Received from sales of 41,557 Shares,	-	-	\$4,076,974 52
Received from State loan,	-	-	150,000 00
			<u>\$4,226,974 52</u>

## Liabilities :—

## Unpaid dividends, including dividend payable

July 1, 1857, of \$124,671,	-	-	127,131 10
Danvers Railroad Sinking Fund,	-	-	5,627 54
Tax bills unpaid, estimate,	-	-	4,056 19
Sundry bills do.	-	-	5,477 25
Law bills do. estimate,	-	-	6,677 00
Rent account Danvers Railroad,	-	-	2,692 50
Boston, Concord & Montreal R. R., monthly acc't,	-	-	7,855 69
Conn., Manches. & Lawrence do.	do.	do.	3,324 94
Concord and Claremont	do.	do.	277 32
Contoocook Valley	do.	do.	140 97
Conn. and Passumpsic	do.	do.	694 00
Eastern	do.	do.	12,568 97
New Hampshire Central	do.	do.	47 39
Portland, Saco and Portsmouth	do.	do.	4,271 60
South Reading Branch	do.	do.	1,306 34
Vermont Central	do.	do.	11,912 35
			<u>194,061 15</u>

General Reserve account, being undivided Earnings to date, as described in Table E,	-	-	-	-	-	360,239 96
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For liabilities not yet adjusted see Table C.

## B.

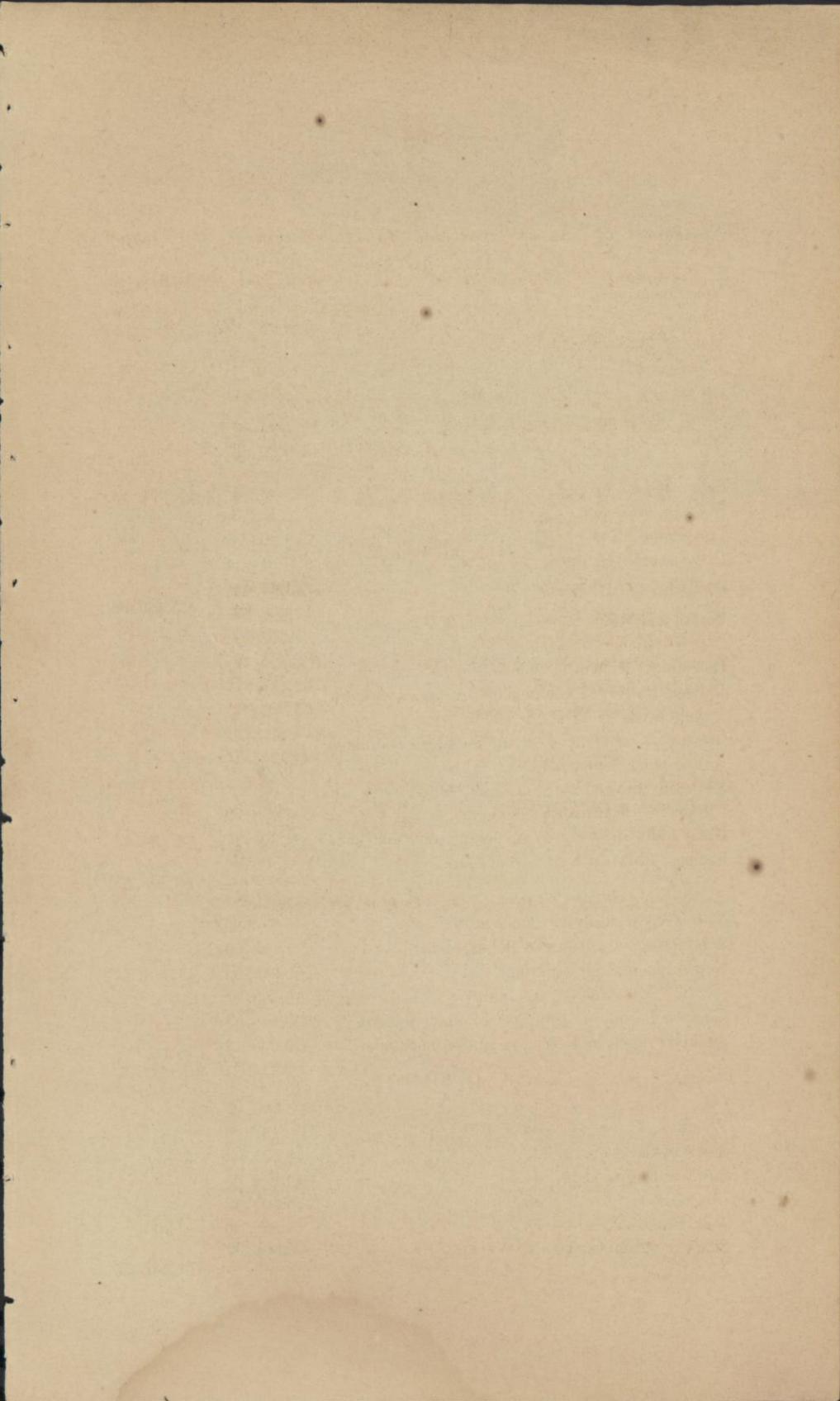
*Statement of Capital Stock and Construction Accounts,  
May 31, 1857.*

## CAPITAL.

Received from sale of 41,557 shares,	- - -	\$4,076,974 52
"    " State Loan, due Aug. 1, 1857,	100,000 00	
"    "    "    "    " 1, 1859,	50,000 00	_____
Total capital,	- - -	\$4,226,974 52

## CONSTRUCTION.

Graduation and Masonry,	- - - -	882,067 40
Wooden Bridges,	- - - -	371,468 55
Superstructure, including iron,	- - - -	984,523 89
Stations, buildings, fixtures and furniture,	- - -	520,722 78
Land, land damages, and fences,	- - -	759,552 91
Engineering and other expenses,	- - -	272,388 94
		_____
		3,790,724 47
Locomotives,	- - - -	183,950
Passenger and Baggage Cars,	-	67,649
Merchandise Cars,	- - -	133,882
		_____
Total cost of road and equipment,		\$4,176,205 47



## C.

*Statement of Assets available for the payment of Debts,  
May 31, 1857.*

Notes receivable, - - - - -	\$172,888 68
Cash, - - - - -	2,589 92
State of Massachusetts Stock, - - - - -	4,881 25
Uncollected Freight Bills and balance Ticket acct's, - - - - -	27,242 31
Cocheco Railroad account for May, - - - - -	468 55
Great Falls and Conway Railroad account for May, - - - - -	306 20
Newburyport Railroad do. do. do. - - - - -	931 54
Portsmouth and Concord do. do. do. - - - - -	2 07
Salem and Lowell do. do. do. - - - - -	211 49
Northern Railroad, - - - - -	474 34
Lowell and Lawrence R. R., 6 mos. rent of track, - - - - -	1,204 35
Uncollected Rent bills, - - - - -	810 82
Auditor Post Office, Mail account, - - - - -	1,469 16
	213,480 68
Boston and Maine Railroad Stock, 500 shares bought as investment of surplus, - - - - -	50,000 00
Danvers R. R. Bonds, endorsed by us, taken at par, - - - - -	53,500 00
Danvers Railroad Land damage account, secured by their bonds endorsed by us, - - - - -	11,030 30
Investment for Danvers R. R. Sinking Fund, being their bonds, endorsed by us at par, - - - - -	6,000 00
Methuen Branch Rent account, Manchester and Lawrence Railroad account, &c. - - - - -	8,075 69
Great Falls and Conway Railroad Notes and acct., - - - - -	26,394 17
Cocheco Railroad Note and account, - - - - -	8,803 36
	163,803 52
<i>All other Assets.</i>	
Newburyport Railroad Bonds at 90, - - - - -	15,210 00
White Mountain Railroad Bonds, at par, - - - - -	1,100 00
Newburyport Railroad Notes, - - - - -	60,545 55
do do. Account, - - - - -	10,603 97
Line via Lowell or Quintuple Contract account, - - - - -	6,165 77
Sundry Freight bills, &c., in suit or disputed, - - - - -	3,620 12
	97,245 41
Wood, on hand, May 31, - - - - -	57,960 16
Oil, do. - - - - -	185 00
Waste, do. - - - - -	153 00
Stock in Car shop, do. - - - - -	15,371 02
Stock in Engine shop, do. - - - - -	11,076 65
Iron rails, do. - - - - -	34,605 42
Ties, fence, boards, &c., do. - - - - -	4,628 30
Stock in steamboat Daniel Webster, - - - - -	6,561 00
	130,540 55

*Liabilities May 31, 1857, including Dividend due July 1, 1857.*

Unpaid dividends due on demand, - - - -	3,960	10
Dividend due July 1, 1857, less dividend on 500 shares owned by us, - - - -	123,171	00
Danvers Railroad Sinking Fund, - - - -	5,627	54
Tax bills, estimate (due this fall,) - - - -	4,056	19
Sundry bills, due on demand, - - - -	5,477	25
Law bills, estimated outstanding, - - - -	6,667	00
Danvers Railroad Rent account, - - - -	2,692	50
Boston, Concord and Montreal R. R., monthly acct.,	7,855	69
Concord, Manches. & Lawr'ce do. do. - -	3,324	94
Concord and Claremont, do. do. - -	277	32
Contoocook Valley, do. do. - -	140	97
Conn. & Pass. Rivers, do. do. - -	694	00
Eastern, do. division acct.,	12,568	97*
New Hampshire Central, do. monthly acct.,	47	39
Portland, Saco, and Portsm'th, do. do. - -	4,271	60
South Reading Branch, do. do. - -	1,306	34
Vermont Central do. do. - -	11,912	35
		194,061
State Loan due Aug. 1, 1857, - - - -	100,000	00
do. do. do. 1, 1859, - - - -	50,000	00
		150,000

Liable as endorsers on \$125,000 Danvers Railroad Bonds.

*Claims in suit or disputed, viz.:*

Eben Smith for land in Boston, - - - -	40,000	00
N. W. Hazen, for land damages settled since May 31, for - -	55,000	00
Bartlett & Minot, for land in Boston, - - - -	20,000	00
Boston and Lowell Railroad—for profits for running to Lowell.		
A. H. Barrett, for gravel taken by us.		
Mary G. Wallinger, personal injury.		
James Welsh, for do.		
L. W. W. Steer, do.		
Jane C. Langley, for goods burnt.		
Augusta Water Power Company, lost baggage.		
J. W. Gleason, for personal injury.		
S. J. Whitaker, for do.		
Gunnison et al. for do.		
J. M. Richardson, for do.		
J. H. Beede, lost freight.		
Hill Match Co., damage to freight.		
Danvers Railroad, for breach of contract.		
Vinal, for personal injury.		
James Steam Mills, for goods burnt.		

\* This is balance due on account of division of business. We have unadjusted land claims in offset, which are not yet represented on the books.

## D.

*Statement of Earnings and Expenses for the Year ending  
May 31, 1857.*

## EARNINGS.

Passengers,	-	-	-	-	538,406	03
Freight,	-	-	-	-	349,155	13
Rents,	-	-	-	-	9,268	40
Mails,	-	-	-	-	7,713	80
Interest,	-	-	-	-	1,371	28
						905,914
						64

## EXPENSES.

## RUNNING EXPENSES.

Repairs road,	-	-	-	-	80,048	55
" bridges,	-	-	-	-	12,627	96
" fences, gates, &c.	-	-	-	-	1,085	93
" station buildings, fixtures and furniture,	-	-	-	-	13,104	43
" locomotives,	-	-	-	-	31,234	15
" passenger and baggage cars,	-	-	-	-	11,733	07
" merchandise cars,	-	-	-	-	10,692	43
" gravel cars,	-	-	-	-	393	12
Removing ice and snow,	-	-	-	-	1,806	21
Switchmen, gatemen, &c.	-	-	-	-	20,397	25
Passenger expenses,	-	-	-	-	61,780	09
Merchandise do.	-	-	-	-	64,044	97
Wood,	-	-	-	-	83,643	83
Sawing wood and pumping water,	-	-	-	-	15,933	84
Oil,	-	-	-	-	8,313	02
Waste,	-	-	-	-	1,381	77
Horse Power,	-	-	-	-	10,096	50
Damages and gratuities,	-	-	-	-	8,493	38
						436,810
						50
						469,104
						14

## OTHER EXPENSES.

General expenses, being salaries, law expenses, &c.	-	16,387	54
Taxes,	-	8,917	13
Insurance,	-	2,560	09
Danvers Railroad rent,	-	7,500	00
			35,364
Net, after deducting expenses,	-	433,739	38

Amount brought forward,	-	-	-	433,739 38
Depreciation of engines and cars, -	-	-	17,781 55	
Charles River Bridge, (besides balance of last year's appropriation,) -	-	-	15,317 33	
Iron rails, (besides balance of last year's appropria'n, -	287 11			33,385 99
Net after deducting expenses and depreciation,	-	-		400,353 39
 Miles run by passenger trains, -	-	-	347,015	
" " freight "	-	-	167,644	
" " wood "	-	-	11,183	
" " gravel "	-	-	7,259	
" " extra "	-	-	4,669	
Total miles run,	-	-	537,770	
Number of passengers carried in the cars, -	-	-	1,393,360	
" " " one mile, -	-	-	16,623,220	
" " " to and from other roads, -	-	-	296,464	
" " " " one mile, -	-	-	9,588,806	
" of tons merchandise carried in the cars, -	-	-	269,646	
" " " " one mile, -	-	-	8,520,227	
" " " " to and from other roads, -	-	-	106,278	
" " " " one mile, -	-	-	3,041,737	
Freight carried for use of the road, -	-	-	990	

*Express trains, and where run :*

One Andover and Boston, 23 miles.

Two Reading and Boston, 12 "

## E

*Statement of Undivided Earnings, May 31, 1857.*

Balance as per Report, May 31, 1856,	-	-	-	251,186 06
Earned this year over expenses, dividends, and depreciation, as per Table D,	-	-	-	400,353 39
Deduct two dividends, of 3 per cent. each,	-	-	-	249,342 00
				151,011 39
				402,197 45
Paid balance of last year's Appropriation for Charles River Bridge,	-	-	-	10,371 44
Paid balance of last year's Appropriation for Iron rails,	-	-	-	10,000 00
Paid this year for old fire losses,	-	-	-	1,059 96
Allowed on our claim against Lawrence & Bishop, for land damage acct., Medford Branch, settled,	-	-	-	7,991 58
Sundry worthless bills, and account of uncollected interest charged off, which stood last year in ac- count of Assets,	-	-	-	12,534 51
				41,957 49
Balance, May 31, 1857,	-	-	-	\$360,239 96

**NOTE.** This account does not represent the Surplus of the Road; it only shows the amount that the Earnings have exceeded the Expenses, including charges for depreciation, renewals, and dividends. The true financial condition of the Road may be found by comparing the Assets and Liabilities, as shown in Table C.

## F.

*Comparative Statement of Earnings and Expenses.*

## EARNINGS.

	YEAR ENDING MAY 31, 1856.	YEAR ENDING MAY 31, 1857.
Passengers,	\$536,313 74	538,406 03
Freight,	328,256 21	349,155 13
Rents,	9,041 95	9,268 40
Mails,	7,750 26	7,713 80
Interest,	5,679 37	1,371 28*
Surplus P., S. & P. Railroad,	4,000 42	
	891,041 95	905,914 64

## EXPENSES.

Repairs road,	- - - - 98,263 10	80,048 55
" bridges,	- - - - 12,295 98	12,627 96
" fences,	- - - - 3,044 71	1,085 93
" stations, &c.	- - - - 11,581 50	13,104 43
" locomotives,	- - - - 33,881 83	31,234 15
" passen. & baggage cars,	- - - - 13,238 20	11,733 07
" merchandise cars,	- - - - 10,200 08	10,692 43
" gravel cars,	- - - - 386 20	393 12
Removing ice and snow,	- - - - 4,576 64	1,806 21
Switchmen, gatemen, &c.	- - - - 19,242 94	20,397 25
Passenger expenses,	- - - - 66,181 38	61,780 09
Merchandise expenses,	- - - - 62,641 52	64,044 97
Wood,	- - - - 98,119 03	83,643 83†
Sawing wood & pumping water,	- - - - 16,804 00	15,933 84
Oil,	- - - - 8,996 12	8,313 02
Waste,	- - - - 1,878 80	1,381 77
Horse power,	- - - - 10,361 50	10,096 50
Damages and gratuities,	- - - - 14,008 41	8,493 38
General expenses,	- - - - 34,377 05	16,387 54‡
Taxes,	- - - - 10,419 74	8,917 13
Insurance,	- - - - 2,291 78	2,560 09
Danvers Railroad rent,	- - - - 7,500 00	7,500 00
	540,290 51	472,175 26§
Net after deducting expenses,	350,751 44	433,739 38
Depreciation of engines and cars,	16,126 34	17,781 55
Approp'tion for Charles River Br.	30,000 00	15,317 33
" for iron rails,	- - 25,000 00	287 11
" for stations, &c.	- - 5,000 00	
	76,126 34	33,385 99
Net, after deducting exp. & deprec'n, &c.	274,625 10	400,353 39

\* Interest account for 1857, contains only amount received; while account for 1856, contains amount earned.

† 1856, contains Coal, \$3773 20.

‡ Account for 1856, contains appropriation for law bills of \$10,000—\$6,677 of which remains unexpended.

§ Miles run 1856—547,705; 1857—537,770.

|| \$15,317 33 paid from this year's earnings; and \$10,371 44, from last year's earnings; in all, paid this year, \$25,688 77.

¶ \$287 11 paid from this year's earnings; and \$10,000 paid from last year's earnings; in all, \$10,287 11.

## G.

*Exhibit of Locomotives and Cars owned by the Boston and Maine Railroad, May 31, 1857.*

## LOCOMOTIVES.

Names.	Weight.	Diameter of driver.	Diameter of cylinder.	Length of stroke.	Valua-tion.
Augusta,	11 tons.	5 feet.	12 $\frac{1}{4}$	16 inches.	\$2000 00
Antelope,	13	5 ft. 6 in.	11 $\frac{3}{4}$	22	3000 00
Bangor,	19	5 6	14 $\frac{1}{4}$	18	5300 00
Boston,	19	5	14 $\frac{1}{4}$	18	5200 00
Bay State,	22	5 6	14 $\frac{3}{4}$	20	6200 00
Ballard Vale,	19	5	14 $\frac{1}{4}$	18	5300 00
Cocheco,	12	5	12	16	2500 00
Dragon,	14	4 6	12	20	5300 00
Dover,	24	4 6	15	20	6000 00
Exeter,	24	4 6	15	20	6000 00
Essex,	24	5 6	15	18	6300 00
Granite State,	22	5 6	14 $\frac{3}{4}$	20	6000 00
Haverhill,	11	5	12 $\frac{1}{4}$	16	1600 00
Hinkley,	23	5 6	15	20	6600 00
Lawrence,	22	5	15	18	5800 00
Massachusetts,	19	5 6	14 $\frac{1}{4}$	18	5500 00
Maine,	25	3 10	16 $\frac{1}{4}$	20	6600 00
Malden,	13	5 6	16 $\frac{1}{4}$	20	3000 00
New Hampshire,	25	3 10	16 $\frac{1}{4}$	20	6600 00
Norris,	20	5 6	14	22	6000 00
Ogiochook,	19	5	14	18	5300 00
O. W. Bayley,	23	5 6	15	20	6600 00
Portland,	13	5 3	11 $\frac{1}{4}$	20	3000 00
Reading,	13	5 6	11 $\frac{1}{4}$	20	3000 00
Rockingham,	24	4 6	15	24	7300 00
Vermont,	23	4 6	15	20	6000 00
Swamscot,	14	4 6	13 $\frac{1}{4}$	20	4300 00
United States,	24	5	15	24	7300 00
Merrimack,	25	5 6	16	20	7800 00
Thomas West,	25	5 6	16	20	7800 00
Atlantic,	25	5 6	15	22	7800 00
Pacific,	25	5 6	15	22	7800 00
Lanterns,	-	-	-	-	2000 00
Buckets,	-	-	-	-	150 00
Cattle Guards,	-	-	-	-	1000 00
Snow Plows,	-	-	-	-	5000 00
Two spare Tenders,	-	-	-	-	1000 00
					\$183,950 00

## PASSENGER CARS.

No. 8,	1 First Class,	52 seats,	\$185 00
9,	1 " "	56 "	650 00
10,	1 " "	60 "	970 00
11,	1 " "	64 "	920 00
12,	1 " "	64 "	1075 00
13,	1 " "	60 "	1285 00
14,	1 " "	64 "	1270 00
15,	1 " "	60 "	1295 00
16,	1 " "	60 "	1380 00—saloon.
17,	1 " "	60 "	1000 00
18,	1 " "	60 "	1135 00
19,	1 " "	60 "	1165 00
21,	1 " "	44 "	1010 00—with baggage room.
22,	1 " "	60 "	1275 00
23,	1 " "	60 "	1925 00—saloon.
24,	1 " "	60 "	1585 00—saloon.
25,	1 " "	60 "	1520 00
26,	1 " "	60 "	1815 00—saloon.
27,	1 " "	44 "	1380 00
28,	1 " "	72 "	1850 00
29,	1 " "	60 "	1625 00
30,	1 " "	60 "	1625 00
31,	1 " "	60 "	1675 00
32,	1 " "	72 "	2175 00—saloon.
33,	1 " "	56 "	1385 00—baggage apartment.
34,	1 " "	44 "	1255 00
35,	1 Second Class,	32 "	975 00—baggage apartment.
36,	1 First Class,	44 "	1250 00
37,	1 " "	44 "	1250 00
38,	1 " "	60 "	1575 00
39,	1 " "	60 "	1465 00
40,	1 " "	60 "	1465 00
41,	1 " "	60 "	1550 00—saloon.
42,	1 " "	60 "	2330 00—saloon.
43,	1 " "	60 "	1820 00
44,	1 " "	60 "	1820 00
45,	1 " "	60 "	2245 00—saloon.
46,	1 " "	60 "	2145 00
47,	1 " "	60 "	2510 00—saloon.

## BAGGAGE CARS.

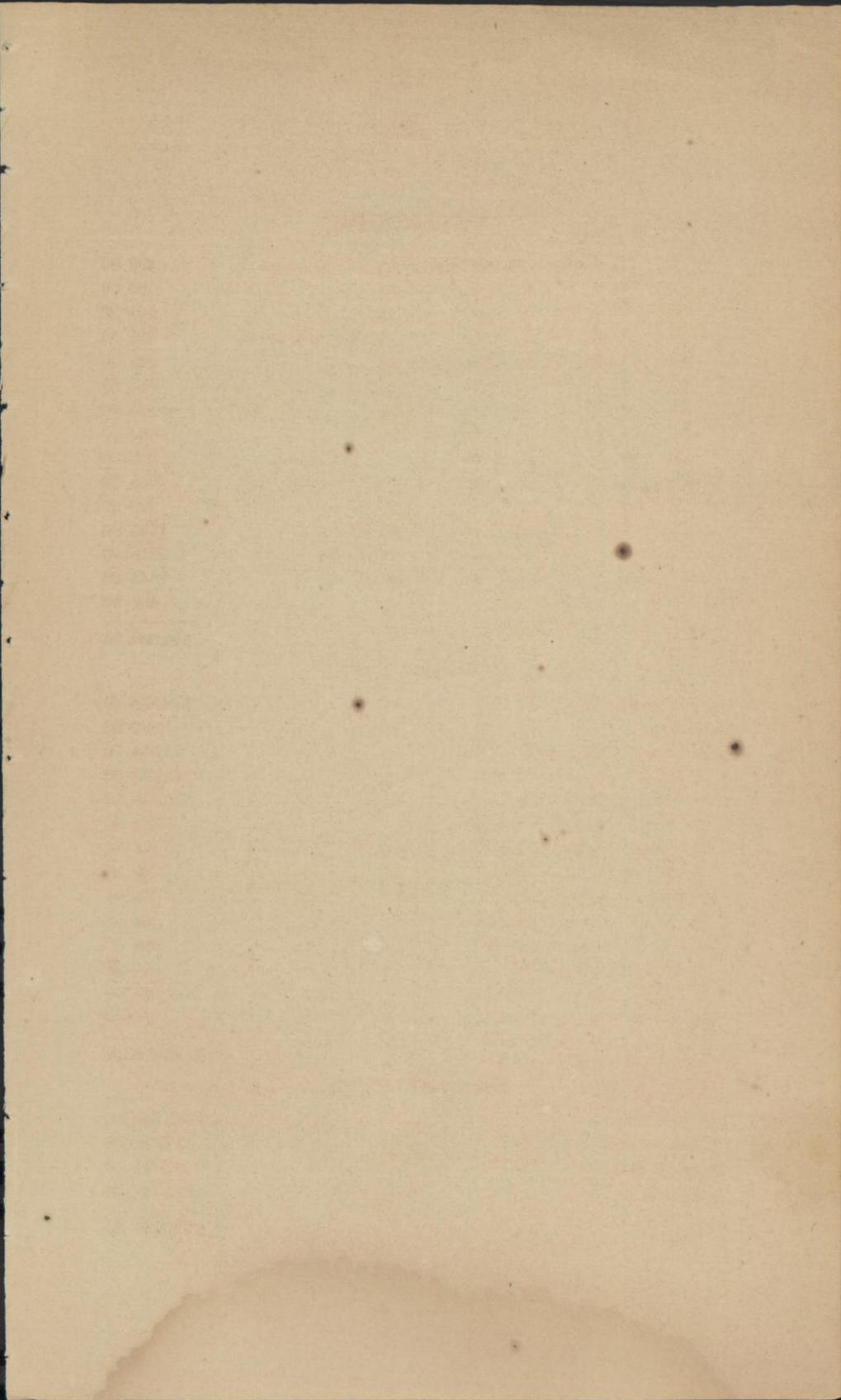
No. 6,	1	4 wheel, for passenger baggage, valued at	\$80 00
7,	1	4 " do. do.	80 00
8,	1	4 " do. do.	105 00
9,	1	8 " do. do. partly finished,	935 00
10,	1	8 " do. do.	225 00
11,	1	8 " do. do.	704 00
12,	1	8 " do. do.	845 00
13,	1	8 " do. do.	960 00
14,	1	8 " do. do. and mails,	975 00
15,	1	8 " do. do. do.	905 00
16,	1	8 " do. do. do.	920 00
17,	1	8 " do. do. do.	1045 00
18,	1	8 " do. do. do.	1345 00
19,	1	8 " do. do. do.	1345 00
45 Car Stoves and Fixtures,	-	- - -	400 00
			\$10,869 00

## FREIGHT CARS.

111	Long Box Cars,	-	-	-	-	\$46,838	00
10	Short	"	"	-	-	-	1,890 00
132	Long Platform Cars,	-	-	-	-	48,744	00
78	Short	"	"	-	-	-	13,130 00
50	Dumping Brick Cars,	-	-	-	-	10,250	00
30	" Coal	"	"	-	-	-	7,650 00
30	" Gravel	"	"	-	-	-	2,100 00
8	Old Platform Short Cars,	-	-	-	-	-	440 00
11	Cars for moving wood,	-	-	-	-	-	330 00
28	" rails and sleepers,	-	-	-	-	-	560 00
4	" moving stone, &c.	-	-	-	-	-	100 00
1	Dump Car for grading,	-	-	-	-	-	85 00
21	Hand Cars,	-	-	-	-	-	1,365 00
Side Boards for ice, coal and brick cars,							400 00
							<u>\$133,882</u> 00

## RECAPITULATION.

Locomotives,	-	-	-	-	-	-	\$183,950	00
Passenger Cars,	-	-	-	-	-	-	56,780	00
Baggage Cars,	-	-	-	-	-	-	10,869	00
Freight Cars,	-	-	-	-	-	-	133,882	00
							\$385,481	00



H-No. 1.

*Receipts from Passengers, Monthly, at each Depot and Station, for the year ending May 31, 1857.*



## H—No. 2.

## Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1857.

Months.	S. Reading Branch.	Earned by Danvers R.R.	S. & Lowell via W. Junction.	S. & Lowell via Danvers R.R.	Manchester & Lawrence.	Concord R.R.	Trustees of N. C. & C. R. R.	Newburyport via Danvers.	Coonocoock Valley.	B. Concord and Montreal.
June,	434 67	819 15	229 31	38 20	995 36	341 57	60 90	50 47	462 63	33 24
July,	303 20	924 16	306 99	57 44	1,129 91	310 34	75 68	53 33	442 76	38 37
August,	317 37	879 73	305 48	47 86	1,243 17	482 14	94 40	69 98	435 44	70 06
September,	460 52	1,173 54	250 01	47 92	1,245 23	402 42	82 55	59 79	610 86	78 52
October,	297 31	929 88	371 27	34 72	1,447 17	306 15	45 46	33 65	401 62	33 20
November,	266 92	740 85	236 58	36 44	887 90	353 63	55 80	43 29	386 53	43 56
December,	326 54	731 27	198 17	42 78	Conc. M. & L.	30 01	27 59	321 46	27 79	203 52
January,	197 26	612 35	158 63	32 50		788 10	26 68	5 72	228 96	26 96
February,	213 25	577 92	181 93	37 89	-	865 90	20 46	11 31	304 66	28 21
March,	351 43	977 31	194 12	36 38	-	969 99	33 88	22 53	422 35	32 06
April,	223 25	853 86	251 23	51 32	-	1,265 78	56 10	30 10	466 46	32 93
May,	200 66	777 18	188 04	36 49	-	1,234 58	34 38	29 76	453 94	32 24
Total,	3,592 38	9,997 20	2,871 76	499 94	6,948 74	8,327 51	616 30	437 52	4,937 67	477 14
										3,523 11

Months.	Northern R.R.	Passumpsic R.R.	Vermont Central.	Newburyport via Bradford and Concord	Portsmouth and Concord	Cocheco R.R.	Great Falls and Conway.	P., S. and P. (Way Tickets.)	P., S. and P. (Through.)	To and from Dauvers R.R.	Total.
June,	67 32	104 06	92 18	219 00	233 12	583 86	377 74	866 56	6,199 57	368 09	12,837 03
July,	105 38	114 18	102 82	241 36	304 70	1,517 85	656 54	1,247 70	8,079 00	459 10	16,908 99
August,	196 24	178 86	156 20	248 38	383 47	1,830 80	796 58	1,477 74	10,370 87	428 04	20,709 69
September,	150 04	230 34	174 68	250 43	332 16	1,943 50	657 35	1,331 59	10,026 48	560 73	19,840 39
October,	105 16	198 00	144 10	242 26	250 39	647 32	612 68	1,212 36	8,819 15	552 48	16,982 40
November,	115 28	119 02	137 28	150 89	197 64	496 44	991 50	6,781 27	374 53	13,169 67	
December,	72 16	102 08	78 54	119 42	204 08	351 14	236 42	772 22	6,142 99	440 57	11,435 66
January,	40 04	65 34	49 50	72 35	128 82	242 38	244 05	533 17	5,017 79	369 74	8,954 40
February,	73 70	93 50	60 06	88 94	152 72	321 72	304 48	635 22	5,321 19	313 89	9,744 56
March,	86 68	110 00	99 22	130 14	200 64	424 82	486 30	831 94	6,418 69	593 83	12,628 57
April,	106 70	132 44	129 23	168 05	350 93	489 91	982 11	7,309 86	378 61	13,641 62	
May,	104 28	97 68	107 56	153 06	243 63	519 98	405 92	840 81	5,849 19	329 63	11,861 31
Total,	1,222 98	1,545 50	1,324 98	2,065 46	2,799 42	8,534 06	5,764 41	11,722 92	86,336 05	5,169 24	168,714 29

H—No. 3.  
*Receipts from Freight at each Depot and Station, Monthly, for the year ending May 31, 1857.*

	June.	July.	August.	Sep.	October.	Nov.	Dec.	January.	February.	March.	April.	May.	Total.	
Boston, -	8,104 96	7,293 47	8,020 09	8,593 26	8,593 61	6,096 02	5,963 54	6,883 06	12,097 15	12,493 19	8,587 98	7,256 40	99,679 73	
Malden, -	239 81	210 87	47 73	783 63	254 83	93 04	110 39	62 66	69 03	112 57	79 16	19 98	2,083 70	
Melrose, -	238 71	116 19	253 61	399 29	284 97	130 37	333 20	16 74	23 11	191 80	12 85	109 44	2,110 28	
South Reading, -	457 92	378 39	338 01	449 36	341 16	478 23	342 97	94 85	131 34	252 09	174 87	453 83	3,893 02	
Reading, -	263 27	394 08	175 92	388 79	465 30	318 40	111 17	95 21	137 57	187 11	176 27	195 12	2,908 21	
Ballardvale, -	394 32	254 92	486 02	162 69	133 15	285 48	82 05	111 82	190 84	183 39	108 24	659 78	3,052 70	
Andover, -	502 33	337 64	1,104 90	562 58	644 60	293 32	268 89	283 69	276 75	381 81	414 06	380 79	5,451 36	
North Lawrence, -	3,785 87	3,816 81	3,447 11	3,577 32	4,971 15	2,677 56	3,119 78	2,991 03	3,306 58	3,652 34	3,543 05	3,684 34	42,572 94	
North Andover, -	195 90	240 83	205 49	280 25	260 18	285 53	136 35	202 97	207 86	221 30	317 07	264 75	2,818 48	
Bradford, -	170 55	174 33	169 33	172 39	113 74	123 07	54 05	96 30	110 35	135 28	397 46	134 09	1,851 00	
Haverhill, -	1,761 45	1,851 74	1,363 41	1,541 12	1,826 05	1,223 83	1,528 37	1,457 68	1,513 51	1,636 31	1,424 49	1,244 04	18,372 00	
Plaistow, -	1,523 83	1,257 87	1,013 67	443 11	513 05	402 49	115 96	101 32	106 64	117 58	165 05	259 34	6,019 91	
Newton, -	144 51	143 08	98 50	136 46	189 26	122 80	124 10	162 88	122 90	199 49	201 61	151 29	1,796 88	
East Kingston, -	187 61	141 84	173 78	159 81	169 48	208 15	126 12	113 51	135 30	143 18	246 70	164 39	1,969 87	
Exeter, -	1,186 11	948 71	776 20	1,057 94	1,180 74	1,187 19	535 80	721 59	1,118 55	1,148 51	1,280 34	12,156 78		
South Newmarket, -	174 97	174 36	188 08	172 36	322 04	193 34	224 21	89 82	90 87	172 03	171 19	174 53	2,147 80	
P. and C. Junction, -	222 81	204 39	188 72	196 15	193 38	178 59	151 65	180 77	157 86	176 09	185 07	191 34	2,226 82	
Newmarket, -	300 93	326 61	301 26	346 76	295 98	352 97	246 38	209 74	116 31	308 32	332 45	351 21	3,488 92	
Durham, -	77 98	69 54	153 71	50 60	120 78	108 46	49 04	77 40	127 19	147 53	108 33	72 57	1,163 13	
Dover, -	709 44	708 04	796 08	877 02	990 84	774 82	1,135 96	1,207 14	1,218 51	1,393 02	984 59	809 56	11,605 02	
Great Falls, -	1,419 00	908 08	1,114 41	1,486 08	1,049 43	1,374 67	913 46	744 67	819 68	907 67	1,119 17	1,013 09	12,869 41	
Salmon Falls, -	376 94	430 33	376 65	460 80	544 14	525 22	511 99	701 69	598 29	857 89	478 87	260 98	6,123 79	
S. B. Junction, -	353 99	340 23	362 55	421 42	140 66	304 74	245 42	365 93	346 92	470 84	425 84	394 25	4,172 79	
Wilmington, -	-	-	-	-	-	-	-	85 12	84 33	136 81	116 03	136 69	668 68	
Total, -	-	22,793 21	20,722 35	21,155 29	22,419 19	19,233,594 88	17,566 84	17,173 36	16,871 01	22,762 96	25,568 41	20,919 58	19,662 14	251,209 92

## H—No. 4.

*Receipts from Connecting Railroad Freight, Monthly, for the year ending May 31, 1857.*

Months.	S. Reading Branch.	Earned by Danvers R. R.	S. & Lowell via W. Junction.	S. & Lowell via Danvers R. R.	Manchester and Lawrence.	Concord R. R.	Trustees of C. and C. R. R.	Trustees of N. H. C. R. R.	Newburyport via Danvers.	Contoocook Valley.
June,	559 59	41 19	3 15	1,648 06	231 45	142 94		169 61	459 16	137 63
July,	3 86	709 29	40 08	14 13	1,506 73	233 64	132 09	109 58	538 04	130 32
August,	-	632 55	41 75	8 66	1,353 62	211 46	127 77	60 66	464 67	99 93
September,	-	696 43	45 35	3 15	1,987 57	213 17	176 42	100 10	516 16	138 74
October,	2 62	645 58	52 54	-	1,823 98	281 07	182 19	109 20	475 39	112 14
November,	-	581 99	56 91	3 31	1,537 54	322 27	170 30	110 88	440 84	76 56
December,	1 32	479 46	30 46	11 47	Cone., M. & L. 2,252 45	-	151 42	138 40	320 38	113 79
January,	2 61	469 22	48 33	-	1,828 81	-	178 28	67 56	357 40	131 29
February,	4 02	553 89	33 69	6 93	2,663 70	-	112 94	87 20	400 33	157 47
March,	3 53	528 83	69 43	3 68	3,233 15	-	158 41	139 40	385 09	150 10
April,	-	484 74	56 68	2 48	3,943 69	-	153 90	233 16	366 42	90 79
May,	-	521 66	61 88	-	4,134 34	-	141 58	101 63	423 49	131 42
Total,	17 96	6,863 23	578 29	56 96	27,973 64	1,493 06	1,828 24	1,427 38	5,147 37	1,470 18

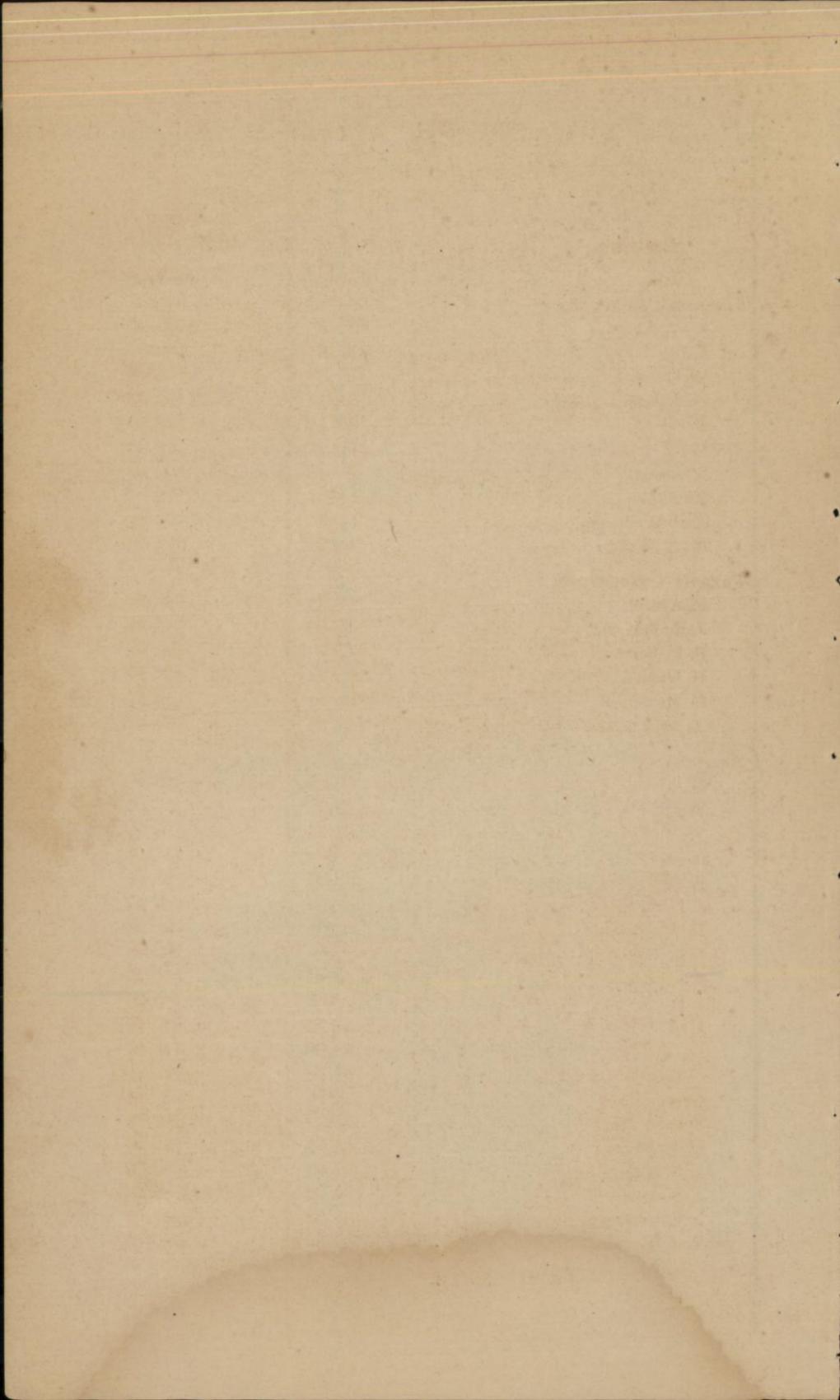
Months.	B., Concord and Montreal.	Northern R. R.	Passumpsic R. R.	Vermont Central.	Portsmouth and Concord.	Cocheco R. R.	Great Falls and Conway.	Portland, Saco and Portsmouth.	Danvers R. R.	Total.
June,	904 84	53 90	20 53	1,842 14	164 54	412 26	536 31	338 22	153 18	7,818 70
July,	743 13	128 81	65 38	1,843 71	187 87	544 75	291 60	293 84	216 74	7,733 59
August,	762 41	171 18	88 48	1,515 55	78 32	508 19	347 27	424 50	213 82	7,110 79
September,	1,274 48	40 09	210 66	1,960 72	143 22	609 56	427 67	516 18	242 37	9,302 04
October,	1,375 71	86 67	82 31	2,015 54	103 71	462 74	456 03	573 65	225 42	9,066 49
November,	772 48	40 58	-	2,395 34	168 25	625 13	372 76	431 62	187 30	8,354 06
December,	957 48	87 27	19 91	2,261 10	73 16	608 36	407 26	688 19	201 39	8,801 95
January,	662 35	47 15	22 20	691 81	99 75	535 94	379 26	729 05	144 57	6,394 29
February,	633 58	58 04	49 37	632 63	179 21	418 24	375 69	550 52	188 99	7,105 03
March,	703 13	50 19	30 64	631 18	107 90	563 50	397 67	289 66	197 36	7,643 34
April,	982 63	155 32	24 62	483 32	248 12	518 93	451 75	241 27	8,601 62	8,601 62
May,	996 27	89 86	28 51	1,063 81	48 04	621 52	398 36	180 84	133 09	9,076 30
Total,	10,768 49	1,009 06	642 61	17,336 85	1,602 09	6,429 12	4,841 63	5,257 54	2,264 50	97,008 20

## RECAPITULATION OF TABLE H.

Passengers, (H-1)	-	540,702 13	Stations,	-	251,209 22
Less Eastern R. R. ac., Meth. Br. & c.	-	2,296 10	Use of Methuen Branch, Miscellaneous,	-	5,133 34
Rents, (H-1)	-	-			544 67
Mails, (H-1)	-	-			.....
					353,895 43
					4,740 30
					\$349,155 13

Freight, as per this Table, -  
 Add interest for the year, -  
 Total Earnings as per Table D, -

349,155 13  
 1,371 28  
 905,914 64



## I.

*Statement of Pay Rolls for month of May, 1857.*

Names.		Per Month.		Per Year.
<b>PASSENGER CONDUCTORS.</b>				
J. W. Aborn,	- - -	\$60 00	-	\$720 00
J. Bowditch,	- - -	58 33½	-	700 00
Wm. Crook,	- - -	58 33½	-	700 00
O. Hamilton,	- - -	58 33½	-	700 00
D. Nason,	- - -	58 33½	-	700 00
W. T. Plaisted,	- - -	58 33½	-	700 00
H. Smart,	- - -	58 33½	-	700 00
A. Tucker,	- - -	60 00	-	720 00
J. B. Wadleigh,	- - -	60 00	-	720 00
M. E. Wood,	- - -	58 33½	-	700 00
<b>FREIGHT CONDUCTORS.</b>				
P. Averill,	- - -	45 00	-	540 00
J. R. Balloch,	- - -	45 00	-	540 00
B. F. Berry,	- - -	45 00	-	540 00
H. Gilman.	- - -	50 00	-	600 00
C. Messer,	- - -	50 00	-	600 00
A. W. Pearson,	- - -	45 00	-	540 00
<b>ENGINEMEN.</b>				
H. Aborn,	- - -	60 00	-	720 00
W. H. Emery,	- - -	40 00	-	480 00
W. P. Furnald,	- - -	65 00	-	780 00
G. G. Folsom,	- - -	65 00	-	780 00
S. S. Garland,	- - -	60 00	-	720 00
J. L. Langley,	- - -	55 00	-	660 00
E. W. Matthews,	- - -	60 00	-	720 00
J. A. Owen,	- - -	60 00	-	720 00
T. O. Page,	- - -	65 00	-	780 00
J. C. Paul,	- - -	65 00	-	780 00
H. F. Pasho, Jr.	- - -	65 00	-	780 00
D. N. Pasho,	- - -	65 00	-	780 00
C. K. Pemberton,	- - -	65 00	-	780 00
George Poor,	- - -	65 00	-	780 00
Samuel Poor,	- - -	65 00	-	780 00
H. B. Potter,	- - -	65 00	-	780 00
J. B. Rice,	- - -	65 00	-	780 00
J. Seavey,	- - -	65 00	-	780 00
J. F. Sanborn,	- - -	50 00	-	600 00
Wm. Smith,	- - -	65 00	-	780 00

Names.		Per Month.		Per Year.
W. H. Smith,	- - -	60 00	-	720 00
R. K. Smith,	- - -	60 00	-	720 00
G. W. Stevens,	- - -	60 00	-	720 00
<b>FIREMEN.</b>				
26 men, averaging each,	- - -	32 12		

**TICKET MASTERS.**

*A. W. Eaton,	Boston, (employs assistant, whom he pays,) 100 00	-	1200 00
J. Parks,	Charlestown, - 5 00	-	60 00
W. D. Barnet,	Somerville, - 35 00	-	420 00
J. Gowing, Jr.	Medford, - 39 00	-	468 00
*†*A. Sherman,	" (Park Street,) 19 50	-	234 00
*†*B. Morse,	Edgeworth, - 5 00	-	60 00
B. R. Leavitt,	Malden, - 45 00	-	540 00
†C. W. Hall,	Wyoming, - 26 00	-	312 00
†H. Whitney,	Melrose, - 40 00	-	480 00
†G. C. Cross,	Stoneham, - 26 00	-	312 00
*†*N. Cowdrey,	Greenwood, - 6 25	-	75 00
†J. Danforth,	Lynnfield, - 13 00	-	156 00
S. Walcott,	West Danvers, (also tends signal,) - 22 50	-	270 00
†T. Cook,	Danvers Centre, - 13 00	-	156 00
†J. Wilkins,	Collins Street, - 13 00	-	156 00
†C. E. Wentworth,	North Danvers, - 26 00	-	312 00
J. Towle,	South Reading, - 40 00	-	480 00
C. Temple,	Reading, - 50 00	-	600 00
†G. Slack,	Wilmington, - 25 00	-	300 00
†L. O. Blunt,	Ballard Vale, - 35 00	-	420 00
E. S. Merrill,	Andover, - 40 00	-	480 00
*F. B. Plummer,	South Lawrence, - 45 00	-	540 00
*O. Wheeler,	North Lawrence, - 45 00	-	540 00
†L. Sawyer,	North Andover, - 40 00	-	480 00
†J. S. Bancroft,	Bradford, - 35 00	-	420 00
J. Flanders,	Haverhill, - 50 00	-	600 00
†J. Irving,	Atkinson, - 5 00	-	60 00
†J. N. George,	Plaistow, - 30 00	-	360 00
J. G. George,	" - 5 00	-	60 00
†S. Rowell,	Newton, - 20 00	-	240 00
†G. E. Dearborn,	E. Kingston, - 26 00	-	312 00
G. G. Smith,	Exeter, - 40 00	-	480 00
†B. P. Roberts,	S. Newmarket, - 32 50	-	390 00
I. M. Clark,	P. & C. Junction, - 17 50	-	210 00
†*J. C. Burley,	Newmarket, - 35 00	-	420 00
†A. W. Clark,	Durham, - 40 00	-	480 00

Names.		Per Month.		Per Year.
W. Tredick,	Dover, -	40 00	-	480 00
J. F. Furber,	Great Falls, -	40 00	-	480 00
E. S. Nowell,	Salmon Falls, -	35 00	-	420 00
C. S. Dinsmore,	S. B. Junction, -	40 00	-	480 00

All the above, excepting those marked \*, are also station and freight agents. Those marked † do *all* the work required at the station, including the switches.  
†\* Also tends gates. \*+\* Performs all the labor required, but does not sell tickets.

#### TRAIN BAGGAGE MASTERS.

10 men, averaging each,	-	-	37 50
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#### BRAKEMEN.

20 men, averaging each,	-	-	34 32
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#### DRAW TENDERS.

2 at Boston, each,	-	-	35 00
1 at Medford, -	-	-	30 00

#### GATEMEN.

3 in Boston, averaging each,	-	-	32 00
2 in Malden, " "	-	-	17 33
3 in S. Reading, " "	-	-	11 55
1 in Charlestown, (also tends draw and signal,) -	-	75 00	
1 in Somerville, (tends two gates,) -	-	30 00	
1 in Reading, -	-	-	26 00
1 in Lawrence, -	-	-	30 00
1 in Haverhill, -	-	-	13 00
1 in Exeter, -	-	-	8 33½

#### SWITCHMEN.

4 in Boston, each,	-	-	33 12
6 in Lawrence, " -	-	-	26 71
1 in Medford, (Junction,) -	-	-	30 00
1 in South Reading, -	-	-	24 00
1 in Haverhill, -	-	-	27 00
1 in East Kingston, (also saws wood,) -	-	40 00	
1 in Madbury, -	-	-	15 00
1 in Dover, -	-	-	30 00
1 in South Berwick, (Junction,) -	-	26 00	

#### WATCHMEN.

3 at Boston Passenger Station, each,	-	32 00
2 at " Engine Shop, "	-	35 00
4 at " Freight Houses, "	-	31 46
1 at " (Island,) -	-	25 00
1 at North Danvers, -	-	30 00
1 at Reading, -	-	30 00

Names.		Per Month.		Per Year.
5 at Lawrence, each, -	- - -	30 00		
1 at Haverhill, -	- - -	30 00		
2 at Great Falls, each, -	- - -	30 00		
1 at S. B. Junction, -	- - -	16 50		
<b>ENGINE SHOP.</b>				
35 men, each, (including N. G. Paul's salary of \$1500 per annum,) -	- -	45 75		
<b>CAR SHOP.</b>				
42 men, each, (including M. C. Andrews' salary of \$1000 per annum,) -	-	37 79		
<b>REPAIRS OF ROAD.</b>				
E. A. Smith, Road Master, -	- -	75 00		900 00
N. Whittier " -	- -	75 00	-	900 00
134 men, averaging each, -	- -	33 30		
<b>BOSTON PASSENGER STATION AND CAR HOUSE.</b>				
C. E. Hall, Transportation Master, -	-	83 33½	-	1000 00
E. Weymouth, Assistant, -	- -	50 00	-	600 00
A. Currier, Baggage Master, -	- -	52 00	-	624 00
W. Knights, " " -	- -	35 00	-	420 00
1 Assistant Conductor, -	- -	40 00	-	480 00
1 Travelling Baggage Agent, -	-	35 00	-	420 00
10 Laborers, averaging each, -	- -	31 29		
<b>BOSTON FREIGHT HOUSES.</b>				
W. J. Merriam, Freight Agent, -	-	100 00	-	1200 00
J. B. Gillett, Book-keeper, -	- -	83 33½	-	1000 00
M. Patee, Freight Cashier, -	- -	66 66½	-	800 00
A. Caldwell, " " -	- -	50 00	-	600 00
2 Freight Clerks, each, -	- -	50 00		
2 " " " -	- -	40 83		
3 Loading and Discharging Agents, each, -	-	50 00		
12 Receiving and Delivering " " -	-	36 73		
55 Laborers, each, -	- - -	28 50		
<b>GREENWOOD STATION.</b>				
1 Signal Man, - - - -	-	26 00	-	312 00
<b>READING STATION.</b>				
1 Switchman, - - - -	-	26 00	-	312 00
3 Laborers, each, - - -	-	28 44		
These men load and unload all freight, saw wood, pump water, and clean cars.				
<b>ANDOVER STATION.</b>				
1 Freight Clerk, - - -	-	35 00	-	420 00
1 Baggage Master, - - -	-	30 00	-	360 00

Names		Per Month.		Per Year.
<b>LAWRENCE STATION.</b>				
L. P. Wright, Station Agent,	-	66 66 $\frac{2}{3}$	-	800 00
D. Hardy, Freight	"	60 00	-	720 00
1 Freight Clerk,	-	35 00	-	420 00
1 " "	-	30 00	-	360 00
3 Baggage Masters, each,	-	32 00		
14 Laborers, each,	-	28 86		
<b>HAVERHILL STATION.</b>				
4 Laborers, each,	-	29 87		
1 Telegraph Agent,	-	8 67		
<b>EXETER STATION.</b>				
3 Laborers, each,	-	32 00		
<b>P. &amp; C. JUNCTION STATION.</b>				
1 Laborer,	-	10 00	-	120 00
<b>NEWMARKET STATION.</b>				
1 Laborer, (sawing wood,)	-	26 00	-	312 00
<b>DOVER STATION.</b>				
2 Laborers, each,	-	30 00	-	720 00
1 Police Agent,	-	10 00	-	120 00
<b>SOMERSWORTH STATION.</b>				
1 Station Agent and Switchman,	-	40 00	-	480 00
<b>GREAT FALLS STATION.</b>				
2 Blacksmiths, each,	-	45 62		
3 Laborers, each,	-	31 17		
<b>SALMON FALLS STATION.</b>				
1 Assistant,	-	15 00	-	180 00
<b>S. B. JUNCTION STATION.</b>				
3 men, sawing and loading wood, &c., each,		26 00		
<b>NORTH DANVERS STATION.</b>				
1 Signal Man,	-	19 50		
3 Men, each, (part paid by N. R. R.)	-	26 00		
<b>MISCELLANEOUS—BOSTON.</b>				
A. Perkins, Wood Agent,	-	83 33 $\frac{1}{2}$	-	1000 00
1 Conductor " Train,	-	50 00	-	600 00
22 Men, averaging each,	-	32 13		
These men saw and pile wood, &c.				
N. B. In addition to the above, a Grade Train, employing about 30 men, is run upon the Road, for two or three months during the year.				
F. Cogswell, President,	-	-	-	3000 00
Wm. Merritt, Superintendent,	-	-	-	2000 00
H. B. Wilbur, Treasurer,	-	-	-	2400 00
2 Treasurer's Clerks,	-	-	-	1100 00
4 Ticket "	-	-	-	2470 00

Total number of Men, 587.

J.

*Statement of Free Passages, from June 1, 1856, to May 31, 1857.*

42

	1856. June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	1857. Jan.	Feb.	March.	April.	May.	Total.
Employees B. & M. Road on Railroad business,	1764	1983	1847	1672	1690	1696	2611	1189	844	939	1048	1607	18,890
Officers and Directors B. & M. Road, and families,	-	191	193	242	177	156	126	139	91	138	125	166	142
Officers, Directors and others, on account Connecting Roads,	-	626	650	393	343	359	240	190	237	258	311	366	4,326
Contract,	-	119	71	167	104	128	87	60	93	87	73	59	1,168
Complimentary,	-	-	54	76	84	92	93	68	46	45	61	67	94
Charity,	-	-	-	19	17	9	7	10	7	22	31	12	8
Total,	-	-	-	2773	2990	2742	2395	2436	2370	3145	1606	1385	1504
											1687	2275	27,308

## K.

*Accidents on the B. and M. Railroad, for the year ending  
May 30, 1857.*

*June 11, 1856.*—A brakeman, C. O. Raymond, employed on the Great Falls Freight Train, while engaged about the train at Newton station, caught his foot in the rail, was thrown down, and so badly injured that he died soon after.

*Sept. 4, 1856.*—As the morning train from Medford was approaching Park Street station, Mrs. Dexter Loud, of Abington, Mass., who was standing too near the edge of the platform, caught her dress on the step of the engine and was drawn under the cars, and so severely injured that she died in a few hours.

*Sept. 11, 1856.*—As the morning train from Lawrence was proceeding at its usual speed, and when about one mile north of Reading station, the axle of the tender broke, throwing the baggage car and forward passenger car from the track. The baggage car contained about twenty laborers, who were in the employ of the Railroad Company, many of whom were badly bruised; Richard Burns was killed instantly, Morris Leonard died in a few minutes, A. S. Keyes died the next day at the hospital, and — Martin died Sept. 22d.

*Sept. 11, 1856.*—A man named A. Roundy, while walking on or crossing the track near the bridges in Somerville, was struck by an engine and killed.

*Oct. 17, 1856.*—Jeremiah Knights, brakeman on the Great Falls Freight train, was injured at or near Dover station.

*Jan. 16, 1857.*—John L. Cooper, of Melrose, while walking on the track near South Reading Junction, was struck by the 5 P. M. train from Boston, and killed instantly.

*April 6, 1857.*—As the Portland train was leaving Dover station, a man, intoxicated, named S. D. Smith of Durham, attempting to get upon the train, fell, was run over, and so badly injured that he died the same night.

*May 6, 1857.*—Mr. Henry Willard, Artist, of Boston, while walking on the track between Edgeworth and Somerville, stepped on to the other track to avoid a freight train, and was struck by a passenger train, run over, and killed.

*May 27, 1857.*—A man named Patrick Quinn was injured at Lawrence, while attempting to get upon the train after it had started. He lived but a few hours.

## L.

*Estimate of Earnings and Expenses of Medford Branch, for  
Year ending May 31, 1857.*

## EARNINGS.

Passengers,	-	-	-	-	-	-	-	\$8,056	86	
Freight,	-	-	-	-	-	-	-	67	16	
Rents,	-	-	-	-	-	-	-	575	00	
Mails,	-	-	-	-	-	-	-	85	72	
<hr/>									\$8,784	74

## EXPENSES.

7902 miles run, at 59 cents,	-	-	-	-	-	-	4,662	18	
<hr/>								\$4,122	56
Cost of Branch,	-	-	-	-	-	-	\$63,350	79	

The Earnings above are the proportion belonging to the Branch, according to length of the Road. The Expenses per mile run is considered a fair estimate. The business of the Branch is done so much in connection with the business of the main road, that separate accounts cannot be kept.

45  
**CLEVELAND**  
**PUBLIC LIBRARY**

*Statement of B. & M. Railroad Dividends, from opening of  
 Road to May 31, 1857.*

No.	Payable.	Amount per Share.
1,	October, 1838,	\$3 00
2,	April, 1839,	2 00
3,	December, 1839,	4 00
4,	April, 1840,	2 00
5,	July, 1840,	1 50
6,	Januuary, 1841,	3 00
7,	July, 1841,	2 50
8,	Januuary, 1842,	3 50
9,	July, 1842,	3 00
10,	Januuary, 1843,	3 00
11,	July, 1843,	3 00
12,	Januuary, 1844,	3 00
13,	July, 1844,	3 00
14,	Januuary, 1845,	3 50
15,	July, 1845,	3 50
16,	Januuary, 1846,	3 50
17,	July, 1846,	3 50
18,	Januuary, 1847,	3 50
19,	July, 1847,	4 00
20,	Januuary, 1848,	5 00
21,	July, 1848,	4 50
22,	Januuary, 1849,	4 00
23,	Januuary, 1850,	5 50
24,	July, 1850,	3 00
25,	Januuary, 1851,	2 00
26,	July, 1851,	3 50
27,	Januuary, 1852,	3 50
28,	July, 1852,	3 50
29,	Januuary, 1853,	3 50
30,	July, 1853,	4 00
31,	Januuary, 1854,	4 00
32,	July, 1854,	4 00
33,	Januuary, 1855,	4 00
34,	July, 1855,	3 00
35,	Januuary, 1856,	3 00
36,	July, 1856,	3 00
37,	Januuary, 1857,	3 00
38,	July, 1857,	3 00

Total, - - \$127 00

OMAIEV<sup>46</sup>  
YRAABLI OJISU9  
N.

BOSTON, July 23, 1857.

*To the President of the Boston and Maine Railroad :*

SIR,—

In obedience to your instructions, I have made a monthly examination of the Treasurer's Accounts, for the year ending May 31, 1857.

I have carefully compared the payments made by him, and to him, with his vouchers therefor, and have found the same to agree with the amounts entered ; have found them properly certified and approved, the whole correctly computed, and showing a balance to the Treasurer's debit, on the first day of June, 1857, of \$2,589 92, after paying the May Pay Rolls and Bills, and closing the books for the year.

Very respectfully,

J. S. EATON.

